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SERVICE DATE - OCTOBER 16, 2001

SURFACE TRANSPORTATION BOARD

DECISION AND NOTICE OF INTERIM TRAIL USE OR ABANDONMENT

STB Docket No. AB-550 (Sub-No. 1X)

R.J. CORMAN RAILROAD COMPANY/ALLENTOWN LINES, INC.–
ABANDONMENT EXEMPTION–IN LEBANON COUNTY, PA

Decided: October 11, 2001

R.J. Corman Railroad Company/Allentown Lines, Inc. (RJCN) filed a notice of exemption under 49 CFR 1152 Subpart F--Exempt Abandonments to abandon: (1) the Cornwall Industrial Track between approximately milepost 0.9 and approximately milepost 3.66; and (2) the Lebanon Industrial Track between approximately milepost 18 and approximately milepost 18.6, a distance of approximately 3.36 miles, in Lebanon County, PA. Notice of the exemption was served and published in the Federal Register on September 17, 2001 (66 FR 48076). The exemption is scheduled to become effective on October 17, 2001.

The Board's Section of Environmental Analysis (SEA) served an environmental assessment (EA) in this proceeding on September 20, 2001. In the EA, SEA states that the U.S. Department of Agriculture, Natural Resources Conservation Service, Harrisburg, PA (NRCS), has advised that portions of the right-of-way near the eastern end of the line are Prime Farmland or Farmland of Statewide Importance and could be negatively affected by the proposed abandonment. Therefore, SEA recommends that, prior to salvage operations, RJCN be required to consult with the NRCS (Harrisburg, PA office) to develop methods for salvage operations that will be consistent with the protection of Prime Farmland or Farmland of Statewide Importance.

SEA also states that the National Geodetic Survey (NGS) has identified two geodetic station markers that may be affected by the proposed abandonment. Therefore, SEA recommends that RJCN notify NGS 90 days prior to salvage activities in order to plan for their relocation.

SEA indicated that the right-of-way may be suitable for other public use following abandonment. By petition dated May 6, 2001, and filed on October 3, 2001, Lebanon Valley Rails-to Trails (LVRT) late-filed a request for issuance of a notice of interim trail use (NITU) for the entire line under the National Trails System Act, 16 U.S.C. 1247(d) (Trails Act), and for a public use condition under 49 U.S.C. 10905, in order to negotiate with RJCN for acquisition of

the right-of-way for use as a recreational trail.¹ LVRT requests that RJC� be prohibited from disposing of the corridor, other than the tracks, ties, and signal equipment, except for public use on reasonable terms, and that RJC� be barred from removing or destroying any trail-related structures, such as bridges, trestles, and culverts, for a 180-day period from the effective date of the abandonment exemption. LVRT states that the time period is needed because it has not begun negotiations with RJC�. LVRT has submitted a statement of willingness to assume financial responsibility for the management of, for any legal liability arising out of the transfer or use of (unless the user is immune from liability, in which case it need only indemnify the railroad against any potential liability), and for payment of any and all taxes that may be levied or assessed against, the right-of-way, as required at 49 CFR 1152.29, and has acknowledged that the use of the right-of-way for trail purposes is subject to future reactivation for rail service. In a response submitted by facsimile on October 10, 2001, RJC� indicated its willingness to negotiate with LVRT for interim trail use and its agreement with imposition of a public use condition.

Because LVRT's request complies with the requirements of 49 CFR 1152.29 and RJC� is willing to negotiate for trail use, a NITU will be issued. The parties may negotiate an agreement during the 180-day period prescribed below. If the parties reach a mutually acceptable final agreement, no further Board action is necessary. If no agreement is reached within 180 days, RJC� may fully abandon the line. See 49 CFR 1152.29(d)(1). Use of the right-of-way for trail purposes is subject to restoration for railroad purposes.

As an alternative to interim trail use under the Trails Act, the right-of-way may be acquired for public use as a trail under 49 U.S.C. 10905. See Rail Abandonments—Use of Rights-of-Way As Trails, 2. I.C.C.2d 591, 609 (1986). Under section 10905, the Board may prohibit the disposal of rail properties that are proposed to be abandoned and are appropriate for public purposes for a period of not more than 180 days after the effective date of the decision approving or exempting the abandonment.

To justify a public use condition, a party must set forth: (i) the condition sought; (ii) the public importance of the condition; (iii) the period of time for which the condition would be

¹ The September 17, 2000 notice provided that trail use/rail banking requests had to be filed by September 27, 2001. LVRT's request was tendered to the Board for filing on May 11, 2001, but RJC� did not file its notice of exemption in this proceeding until August 28, 2001. The Board received LVRT's required filing fee on October 3, 2001. In revising its abandonment rules in Aban. and Discon. of R. Lines and Transp. Under 49 U.S.C. 10903, 1 S.T.B. 894 (1996) and 2 S.T.B. 311 (1997), the Board retained the policy of accepting filings after the due date when good cause is shown. Because there is no indication that LVRT's late-filed request will prejudice any party, it will be accepted. See Wheeling & Lake Erie Railway Company—Abandonment Exemption—in Starke County, OH, STB Docket No. AB-227 (Sub-No. 10X), slip. op. at 1 n.1 (STB served Nov. 7, 1997).

effective; and (iv) justification for the imposition of the period requested. See 49 CFR 1152.28(a)(2). LVRT has satisfied these requirements and, therefore, a 180-day public use condition will be imposed commencing with the effective date of the exemption.

When the need for interim trail use/rail banking and public use is shown, it is the Board's policy to impose both conditions concurrently, subject to the execution of a trail use agreement. If a trail use agreement is reached on a portion of the right-of-way, RJC� must keep the remaining right-of-way intact for the remainder of the 180-day period to permit public use negotiations. Also, a public use condition is not imposed for the benefit of any one potential purchaser, but rather to provide an opportunity for any interested person to acquire the right-of-way that has been found suitable for public purposes, including trail use. Therefore, with respect to the public use condition, RJC� is not required to deal exclusively with LVRT, but may engage in negotiations with other interested persons.

As conditioned, this decision will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.
2. Upon reconsideration, the abandonment of the line described above is subject to the conditions that RJC� shall: (a) consult with the NRCS (Harrisburg, PA office) to develop methods for salvage operations that will be consistent with the protection of Prime Farmland or Farmland of Statewide Importance; and (b) consult with the NGS and provide NGS with 90 days' notice prior to disturbing or destroying any geodetic station markers.
3. The notice served and published in the Federal Register on September 17, 2001, exempting the abandonment of the line described above is modified to the extent necessary to implement interim trail use/rail banking as set forth below, subject to the conditions that RJC� keep intact the right-of-way underlying the tracks, including bridges, trestles, culverts and tunnels, for a period of 180 days from the effective date (until April 15, 2002), to enable any state or local government agency, or other interested person to negotiate the acquisition of the line for public use. If an interim trail use/rail banking agreement is executed before expiration of the 180-day period specified above, the public use condition will expire to the extent that the trail use/rail banking agreement covers the same line.
4. If an interim trail use/rail banking agreement is reached, it must require the trail user to assume for the term of the agreement, full responsibility for management of, for any legal liability arising out of the transfer or use of (if the user is immune from liability, it need only indemnify the railroad against any potential liability), and for the payment of any and all taxes that may be levied or assessed against, the right-of-way.

5. Interim trail use/rail banking is subject to the future restoration of rail service and to the user's continuing to meet the financial obligation for the right-of-way.

6. If interim trail use is implemented, and subsequently the user intends to terminate trail use, it must send the Board a copy of this decision and notice and request that it be vacated on a specified date.

7. If an agreement for interim trail use/rail banking is reached by April 15, 2002, interim trail use may be implemented. If no agreement is reached by that time, RJCN may fully abandon the line.

8. This decision is effective on its service date.

By the Board, David M. Konschnik, Director, Office of Proceedings.

Vernon A. Williams
Secretary